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## REPORT

4 DEL 1950

**NO. PAGES**

2

## REFERENCES

RD

**PLACE &  
DATE ACQ.**

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- 15 JAN 1967  
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STATE	<input checked="" type="checkbox"/> ARMY	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI	<input type="checkbox"/> AEC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**CLASSIFICATION**

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COUNTRY Polish Occupied Germany

REPORT

SUBJECT Various Information on Polish  
Railroads in the Kattowitz and  
Szopienice Areas

DATE OF REPORT 30 September 1958

PLACE ACQUIRED

LAST REPORT ON SUBJECT  
(If applicable)

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1. In addition to the already electrified Warschau - Kattowitz - Gleiwitz railroad line, electrification of the double-track Szopienice - Krakau and the Kattowitz - Bielitz lines was started in the fall of 1957. Every day, at both lines, [ ] work teams engaged in excavating and concreting work for the erection of poles carrying the overhead wires. 1
2. In the fall of 1957, construction of a new passenger station at Kattowitz was started. An old storehouse and a mill had to be pulled down first. By March 1958, the concreting of the foundation walls of the station was completed. 2
3. In Kattowitz city, two railroad bridges on the Warschau - Kattowitz - Gleiwitz line were improved; one bridge crosses the Ulica Kosciuszki, the other the Ulica Mikolowska.

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- The length of both bridges which carry at least six tracks, was to be increased from 15 to 30 meters, whereas the original width of 50 meters was to be maintained. The steel girders and even the piles were to be replaced by stronger ones. By March 1958, one part each of the new construction at the bridges was completed. 3
4. Northeast of Szopienice, the construction of a transformer station, which was to supply the planned electrified lines with power, was started in the fall of 1957 and finished in the rough by February 1958. The building measures 25 x 15 x 6 meters and was covered by a flat roof. 3

1. [ ] Comment. The electrification of the two railroad lines was known from separate reports and press publications. The Szopienice - Krakau line was to be electrically operated in 1958. 25X1

2. [ ] Comment. The construction of the passenger station in Krakau was also previously reported. 25X1

3. [ ] Comment. The improvement of the two railroad bridges in Krakau and the construction of a transformer station northeast of Szopienice were reported for the first time, yet it seems to be credible in connection with the electrification program. 25X1

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Annex

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Legend



1. Electrified Warschau - Kattowitz - Gleiwitz line.
2. Szopienice - Krakau line (electrification under construction)
3. Kattowitz - Bielitz line (electrification under construction)
4. Bridge across the Ulica Kosciuszki, being improved.
5. New passenger station under construction.
6. Bridge across the Ulica Mikolowska, being improved.
7. Transformer station under construction.

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2.  Comment. The construction of the passenger station in Krakow (sic) has also been previously reported.
3.  Comment. The improvement of the two railroad bridges in Krakow (sic) and the construction of a transformer station northeast of Szopienice are reported for the first time.

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LEGEND

1. Electrified Warsaw - Katowice - Gliwice line.
2. Szopienice - Krakow line (electrification under construction)
3. Katowice - Bielice line (electrification under construction)
4. Bridge across the Ulica Kosciuszki, being improved.
5. New passenger station under construction.
6. Bridge across the Ulica Mikolowska, being improved.
7. Transformer station under construction.

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Anlage

Annex

Planpause zur Karte 1:100 000

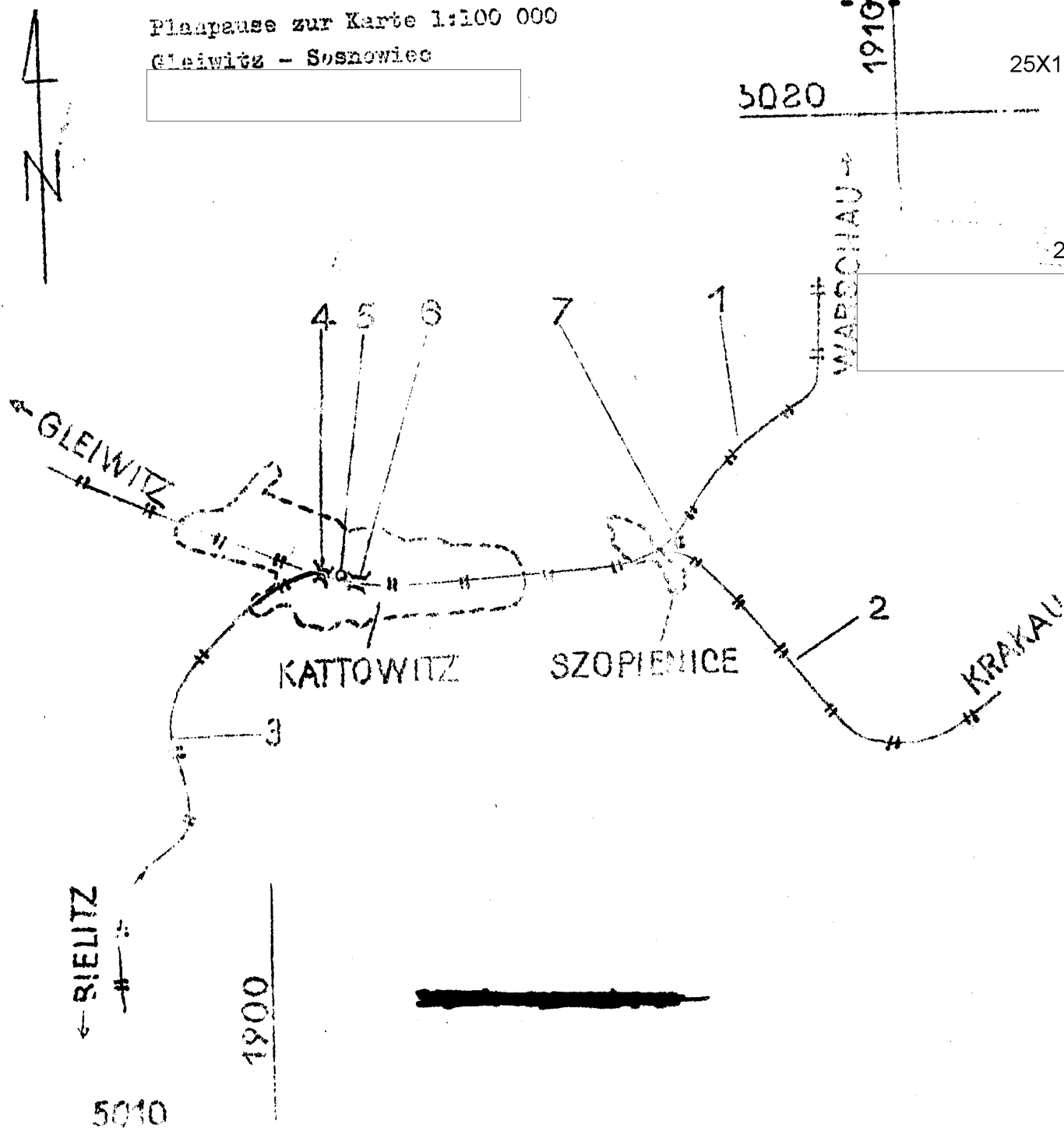
Gleiwitz - Sosnowiec

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